

# BookletChart™

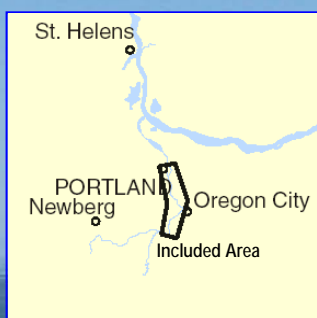


## ***Willamette River – Portland to Walnut Eddy***

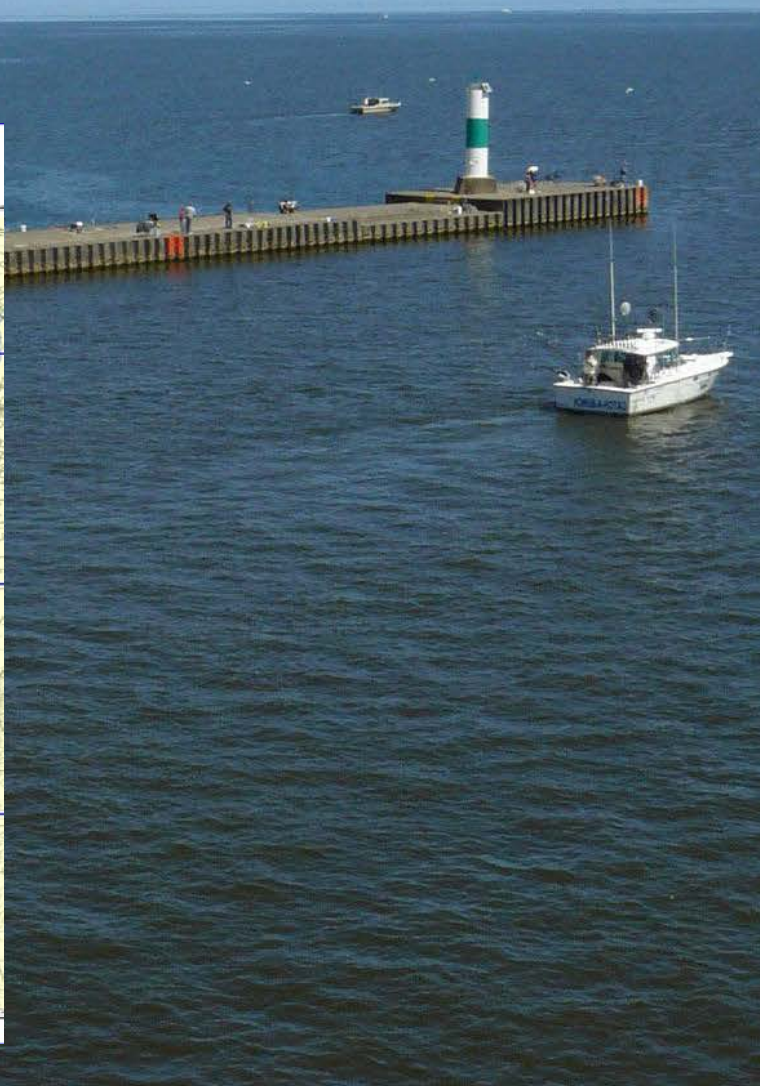
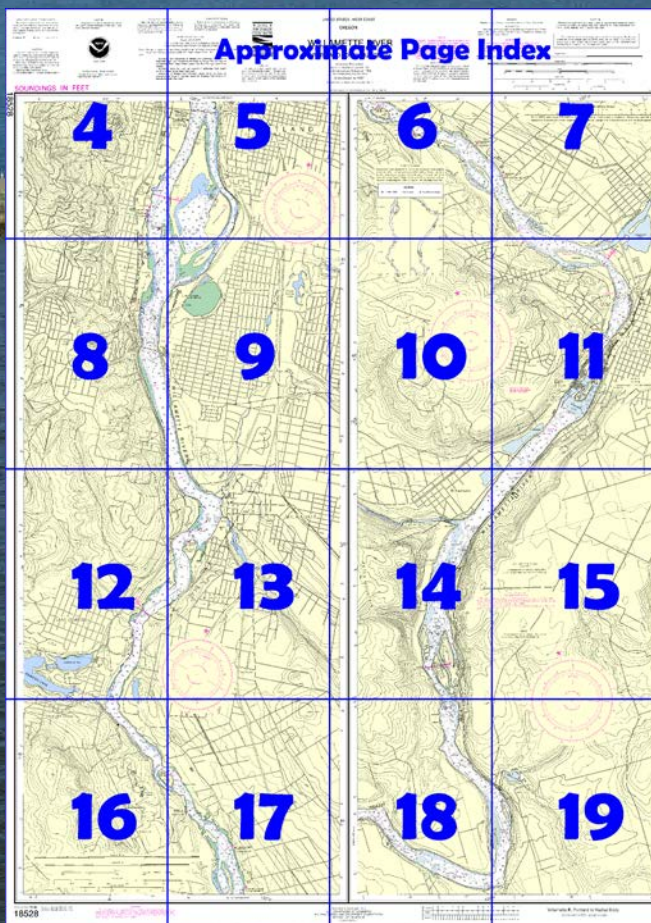
**NOAA Chart 18528**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18528>.



### (Selected Excerpts from Coast Pilot)

Navigation of Willamette River above Portland is hazardous due to the rocks, shoaling bars, and strong currents. Local knowledge and midchannel courses are recommended. Present chart coverage extends only to Newberg, 43.4 (50) miles above the mouth. Many of the daybeacons in the Willamette River are seasonal. The navigational aids above Newberg are not maintained. Navigation should be with local knowledge only. The Portland Coast Guard should be

contacted for the latest information concerning navigation of Willamette River above Salem.

Below the falls at Oregon City, ordinary fluctuation of stage of water is 15 feet and extreme fluctuation due to flood conditions is 30 to 50 feet. Above Oregon City, ordinary fluctuation is 12 to 20 feet and extreme is 20 to 27 feet.

Depths and clearances of bridges and cables are at **Columbia River Datum** below the Willamette Falls Locks. Above the Willamette Falls Locks depths of the Willamette River are at **Willamette River Datum** and clearances are at the datum of **Newberg Pool**.

The minimum clearances of the overhead power cables crossing the river from Portland to Newberg are: 77 feet to Willamette Falls Canal; 72 feet over Willamette Falls Canal; and 75 feet to Newberg.

Between Portland and Willamette Falls most of the terminals are privately owned mill wharves and oil-receiving facilities. Above the falls are small privately owned wharves or natural landings.

A public launching ramp is on the W side of the river at a park about 13.5 (15.7) miles above the entrance.

Sellwood fixed highway bridge, 14.5 (16.7) miles above the mouth, has a clearance of 72 feet. A public mooring is on the E side of the river at a park just N of the bridge. A repair facility is directly across the river from the park; gasoline, water, and a launching ramp are available. A lift to 7 tons are available for all types of repairs to light- draft boats.

A launching ramp is at **Milwaukie**, 16.2 (18.6) miles above the mouth.

A fixed railroad bridge, 17.4 (20) miles above the mouth, has a clearance of 74 feet.

A wharf on the W bank of the river, 0.3 (0.3) mile above the railroad bridge, has 840 feet of berthing space with a depth of 16 feet alongside; the deck is 30 feet high and marked at each end by private lights.

Electric belt conveyors serve barge-loading spouts and a 15-acre open storage area in the rear. The wharf ships wood chips by barge and is owned by the Port of Portland and operated by James River Corp.

The channel passes E of **Hog (Rocky) Island**, 1.6 (1.8) miles above the railroad bridge. **Copeleys Rock**, 150 yards E of the S end of the island, is covered 10 feet and should be avoided.

**Oregon City**, on the E bank 22.6 (26) miles above the mouth, is connected with **West Linn** by two fixed highway bridges; one, about 0.2 (0.2) mile below the Willamette Falls canal locks, has a vertical clearance of 74 feet. The second, 0.6 (0.7) miles below the N end of the locks, has a clearance of 76 feet.

A marina, on the E bank just above the lower highway bridge, has 350 berths, electricity, gasoline, water, ice, provisions, wet winter storage, a launching ramp, and marine supplies. Engine repairs can be made.

**Willamette Falls Canal**, on the W bank 22.8 (26.2) miles above the mouth, has four locks with a total lift of 50 feet; usable lock dimensions are 175 feet long, 37 feet wide, and 5 feet deep over the miter sills at low water. A bascule highway bridge across the canal has a vertical clearance of 27 feet closed. The least clearance of the power cables and pipeline that cross the canal is 67 feet. (See **207.680**, chapter 2, for regulations concerning administration and navigation of the canal and locks.) Upbound vessels may expect a delay at the approach to and through the locks during weekdays because of the downbound traffic from the papermills. The lock is equipped with a radiotelephone. The lockmaster can be contacted on VHF-FM channel 14; call sign WUJ-363. A marina, on the E bank opposite **Willamette** and 24.3 (27.9) miles above the mouth, has about 50 berths, with electricity, gasoline, diesel fuel, and water available. This marina has an elevator lift that can handle craft to 5 tons or 30 feet for hull and engine repairs.

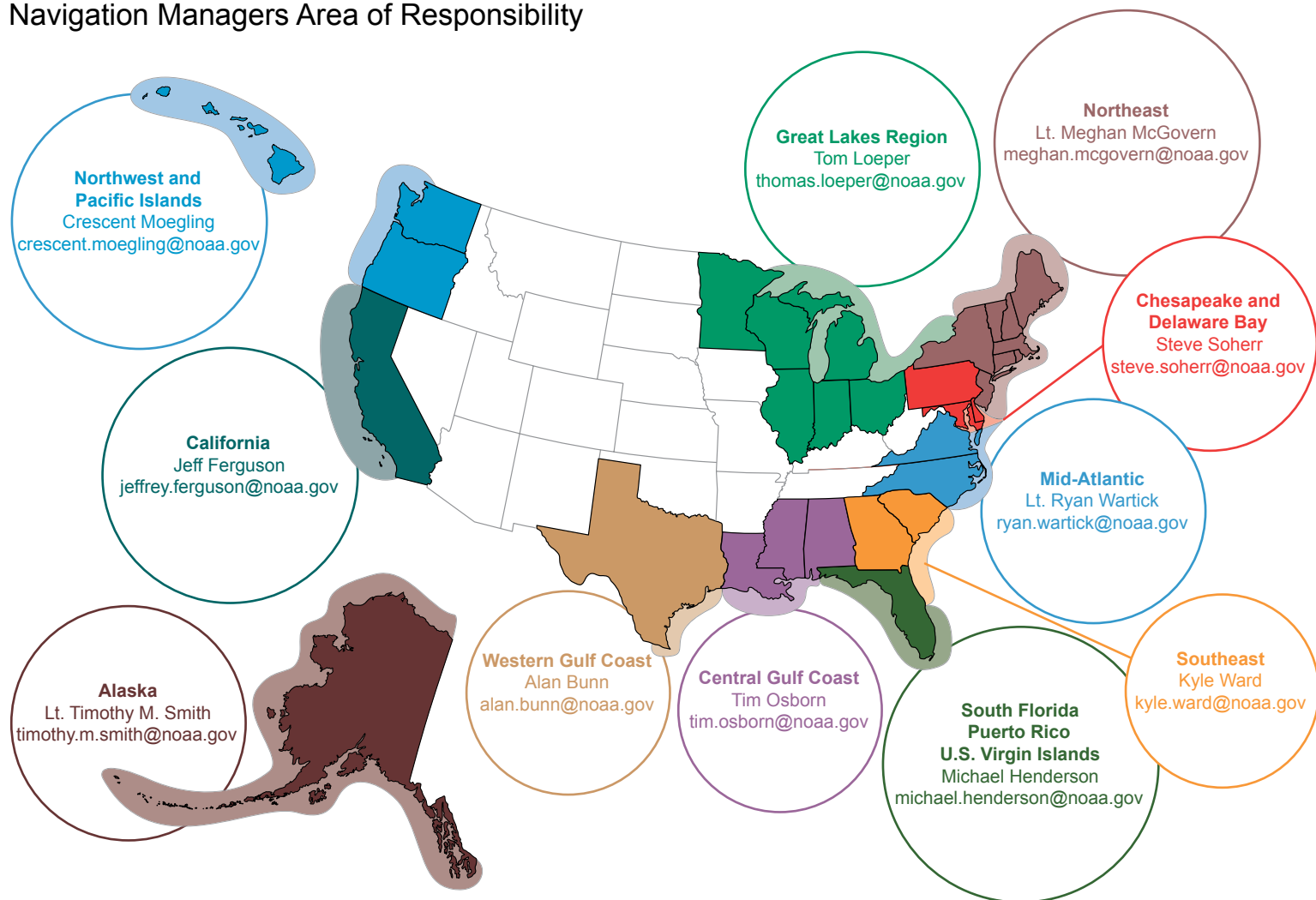
### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Seattle

Commander  
13<sup>th</sup> CG District  
Seattle, WA

(206) 220-7001

# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

# NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Portland, OR	KIG-98	162.55 MHz
Salem, OR	WXL-96	162.475 MHz
Astoria, OR	WGN-697	162.525 MHz

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.



THE NATION'S CHARTMAKER SINCE 1807

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## PLANE COORDINATE GRID

(based on NAD 1927)

Oregon State Grid north zone is indicated by dashed ticks at 4,000 foot intervals. The last three digits are omitted.

## TIDES

The diurnal range of the tide at Portland 45°31'N/ 122°40'W during lowest river stages is 2.4 feet. The range becomes progressively smaller with higher stages of the river.  
Jul 2008

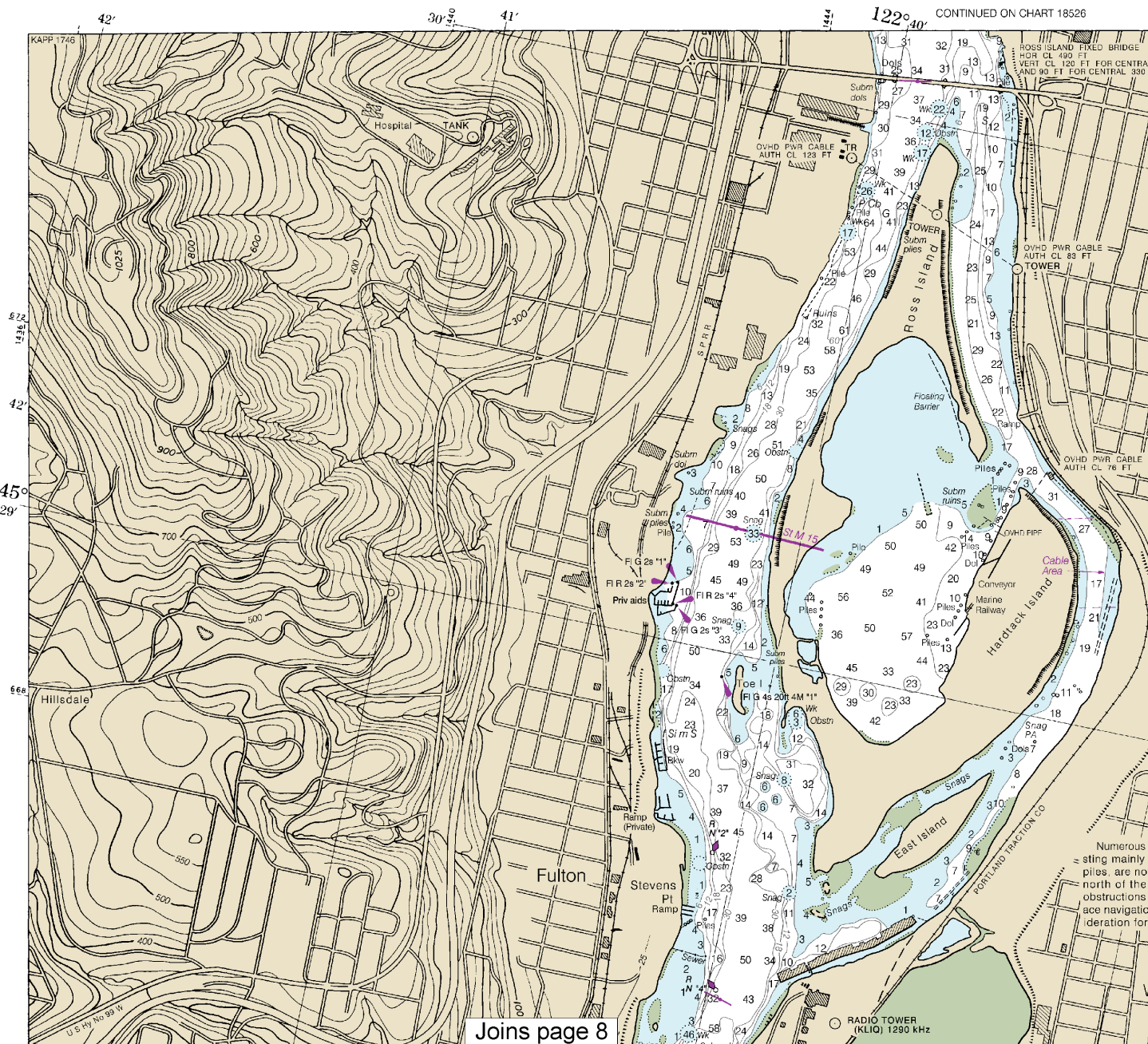
Soundings and Clearances of Bridges and Overhead Cables in the Willamette River from Portland to the locks at Oregon City are referred to Columbia River Datum (Mean Lower Low Water During Lowest River Stages).

Soundings above the locks are referred to Willamette River Datum which is 50 feet above Mean Sea Level.

Clearances of Bridges and Overhead Cables above the locks are referred to the Corp of Engineers datum for Newberg Pool which is 52 feet above Mean Sea Level.

# SOUNDINGS IN FEET

18528



Joins page 8

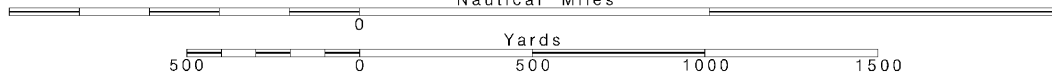
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



## WILLAMETTE RIVER

## PORTLAND TO WALNUT EDDY

Mercator Projection

Scale 1:15,000 at Lat 45° 23'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Formerly C&amp;GS 6171, 1st Combined Ed., May 1955 G-1948-721

## CAUTION

## BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington, or at the Office of the District Engineer, Corps of Engineers in Portland, Oregon.

Refer to charted regulation section numbers.

## HORIZONTAL DATUM

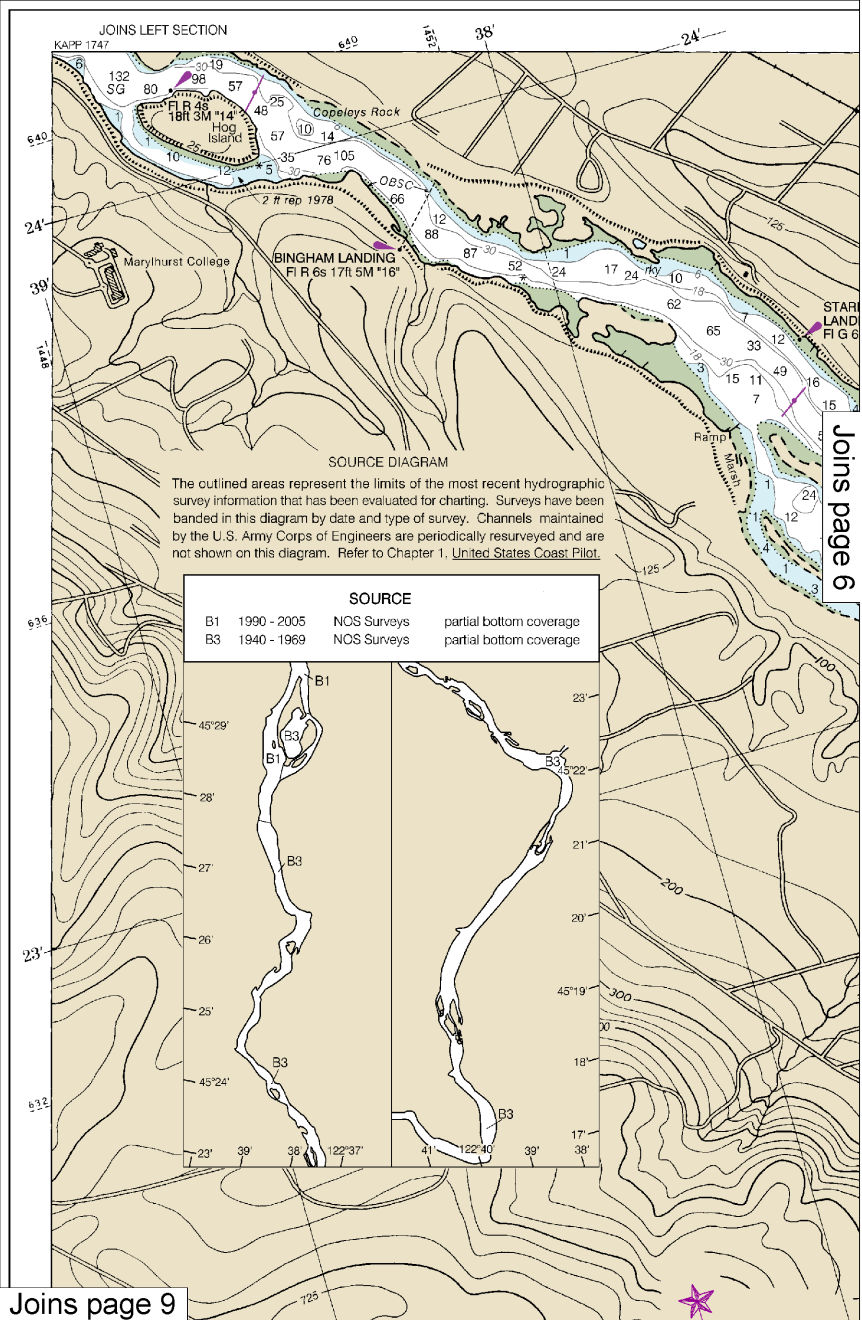
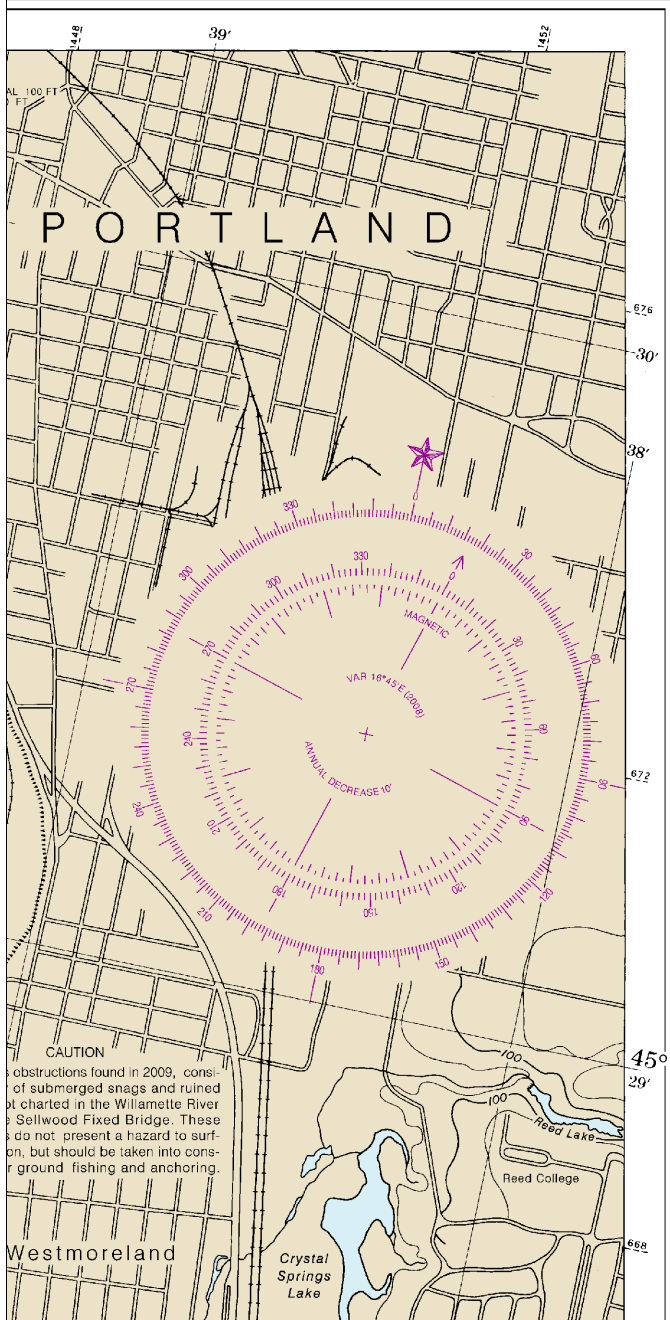
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.571" southward and 4.344" westward to agree with this chart.

**CAUTION**  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:20000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

**R REFLECTORS**  
have been placed on many  
navigation. Individual radar  
tion on these aids has been  
chart.

ashed  
mitted.

ange  
river.  
2008

Cables in the  
City are referred  
Lowest River

River Datum

the locks are  
Pool which is 52

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine  
cables and submarine pipeline and cable areas  
are shown as:



Additional uncharted submarine pipelines and  
submarine cables may exist within the area of  
this chart. Not all submarine pipelines and sub-  
marine cables are required to be buried, and  
those that were originally buried may have  
become exposed. Mariners should use extreme  
caution when operating vessels in depths of  
water comparable to their draft in areas where  
pipelines and cables may exist, and when  
anchoring, dragging, or trawling.

Covered wells may be marked by lighted or  
unlighted buoys.

UNITED STATES - WEST COAST

OREGON

# WILLAMETTE RIVER

## PORTLAND TO WALNUT EDDY

Mercator Projection  
Scale 1:15,000 at Lat 45° 23'  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Formerly C&GS 6171, 1st Combined Ed., May 1955 G-1948-721

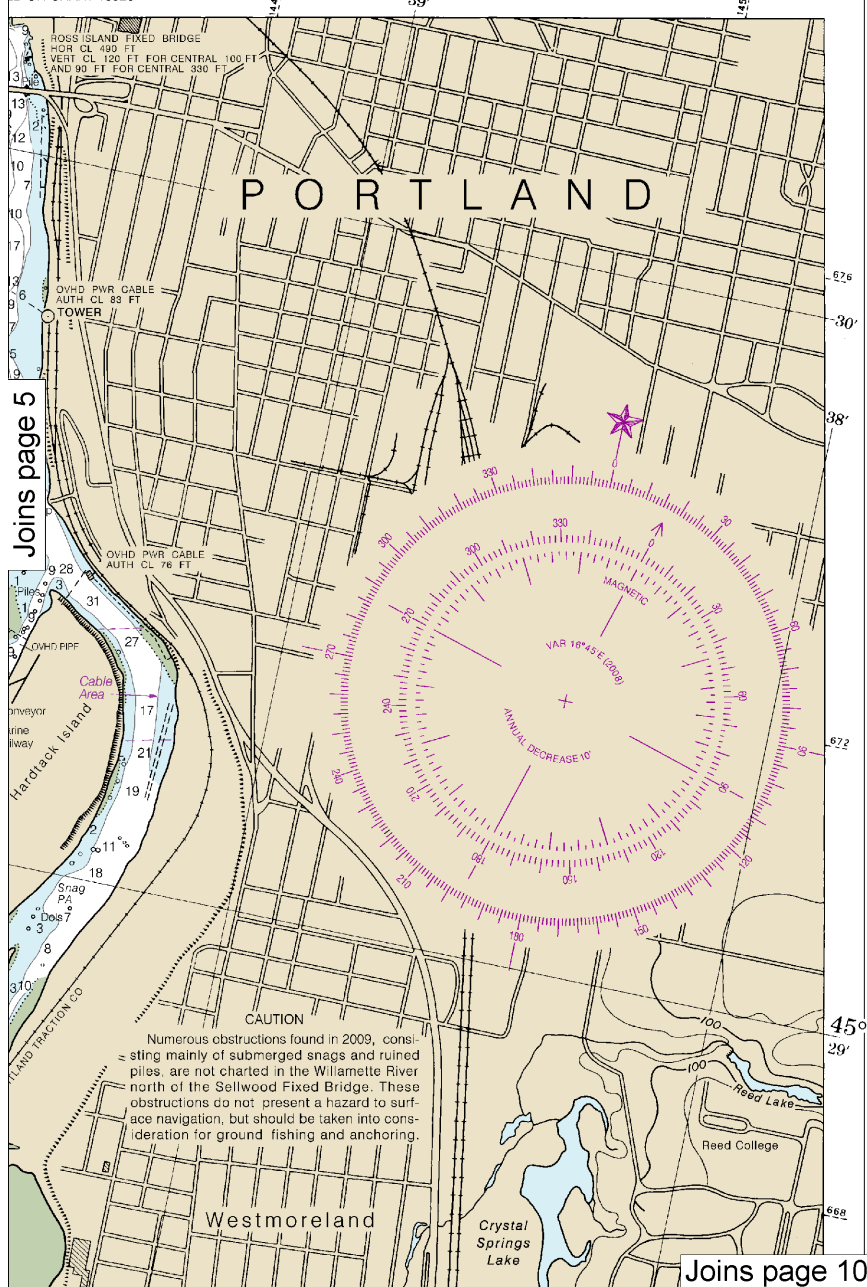
**CAUTION**  
**BASCULE BRIDGE CLEARANCE**  
For bascule bridges, whose  
open to a full upright or vertical posit  
vertical clearance is not available  
charted horizontal clearance.

**NOTE A**  
Navigation regulations are published in  
Coast Pilot 7. Additions or revisions to C  
lished in the Notices to Mariners. Inform  
the regulations may be obtained at the C  
mander, 13th Coast Guard District in Seat  
at the Office of the District Engineer, Cor  
Portland, Oregon.  
Refer to charted regulation section num

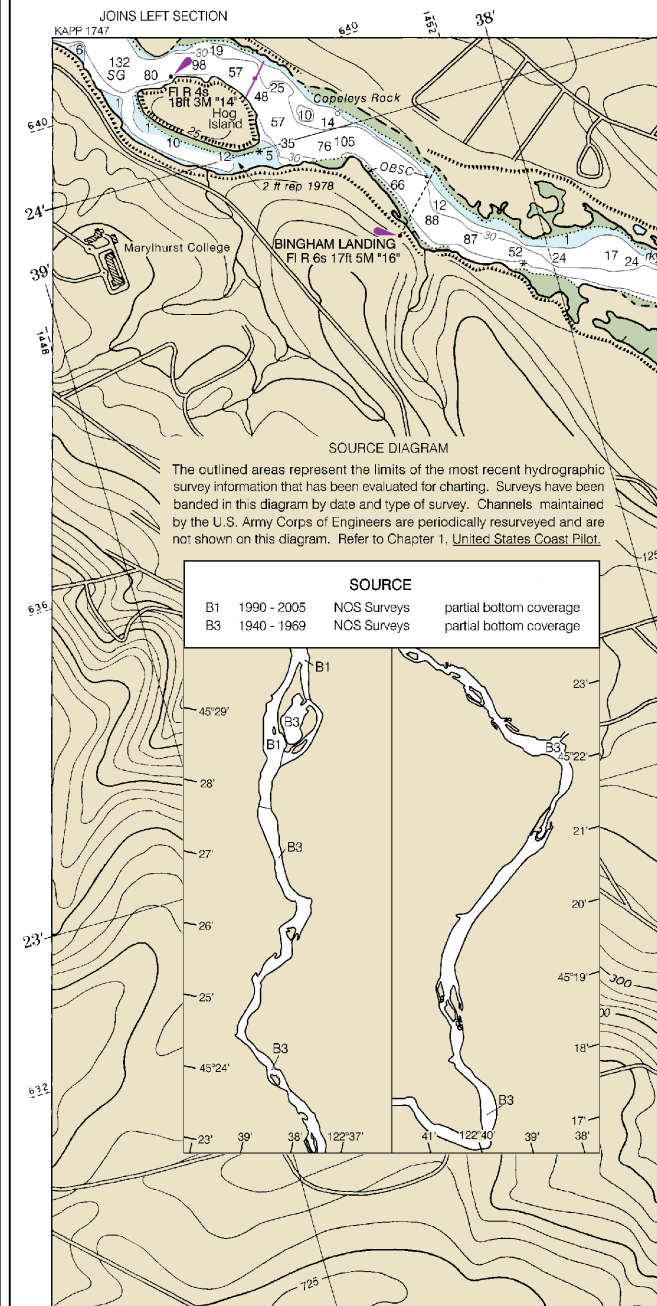
**HORIZONTAL DATUM**

The horizontal reference datum of the  
American Datum of 1983 (NAD 83), which  
poses is considered equivalent to the  
System 1984 (WGS 84). Geographic pos  
the North American Datum of 1927 must  
average of 0.571" southward and 4.344" w  
with this chart.

ED ON CHART 18526



Joins page 10



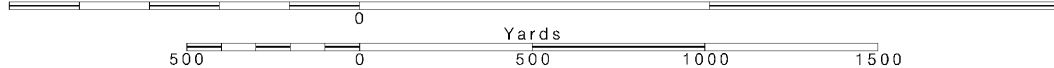
6

Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



# RANGES

spans do not  
sition, unlimited  
e for the entire

## HEIGHTS

Heights in feet. Contour elevations referred to Mean Sea Level.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## CAUTION

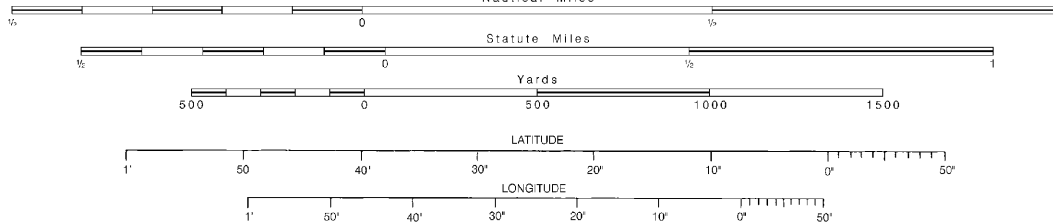
Mariners are cautioned that a large number of logs and deadheads are adrift in the navigable waters of Oregon and Washington at all times, particularly after storms, spring freshets, and unusually high tides.

## WARNING

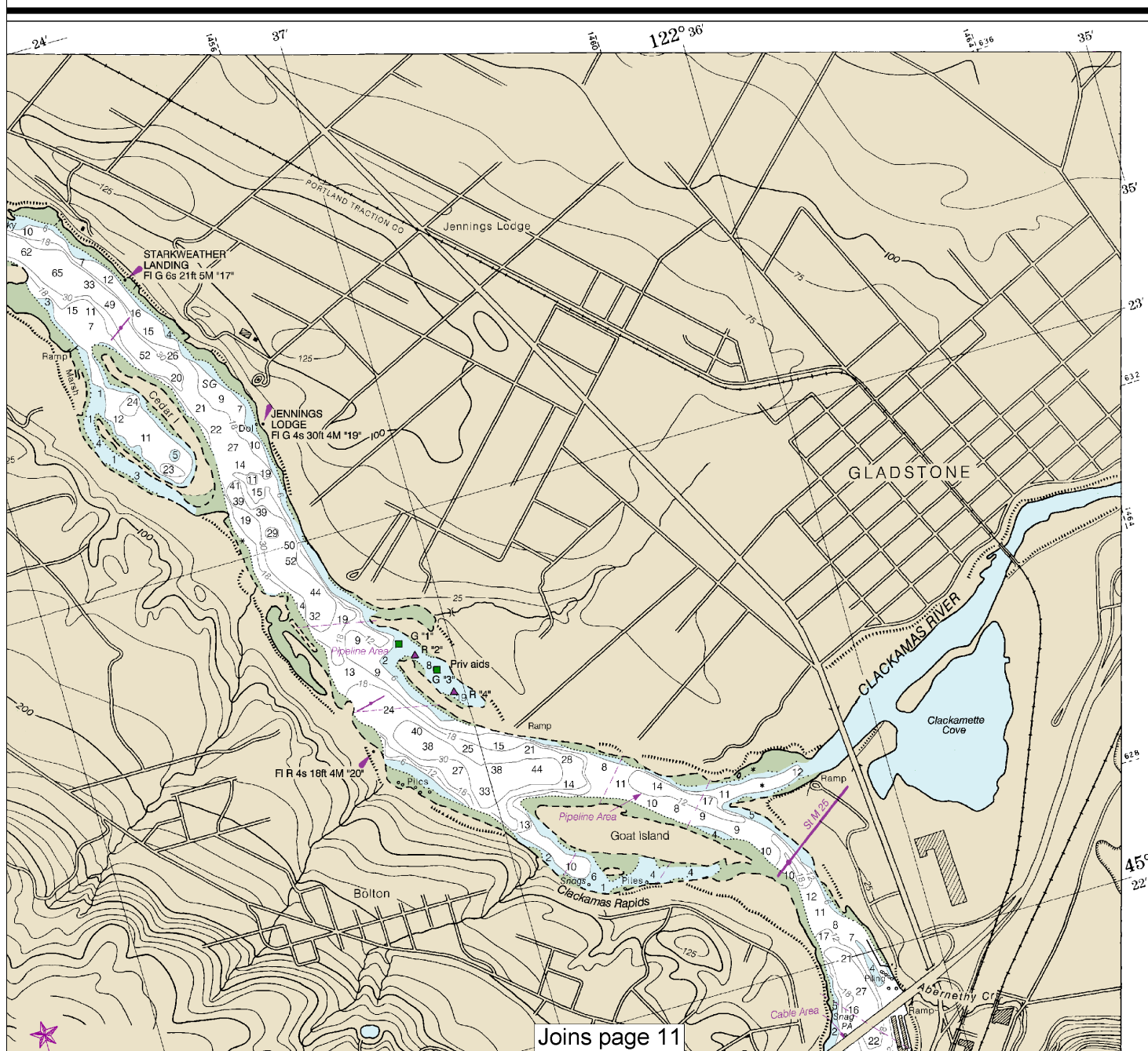
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

SCALE 1:15,000  
Nautical Miles



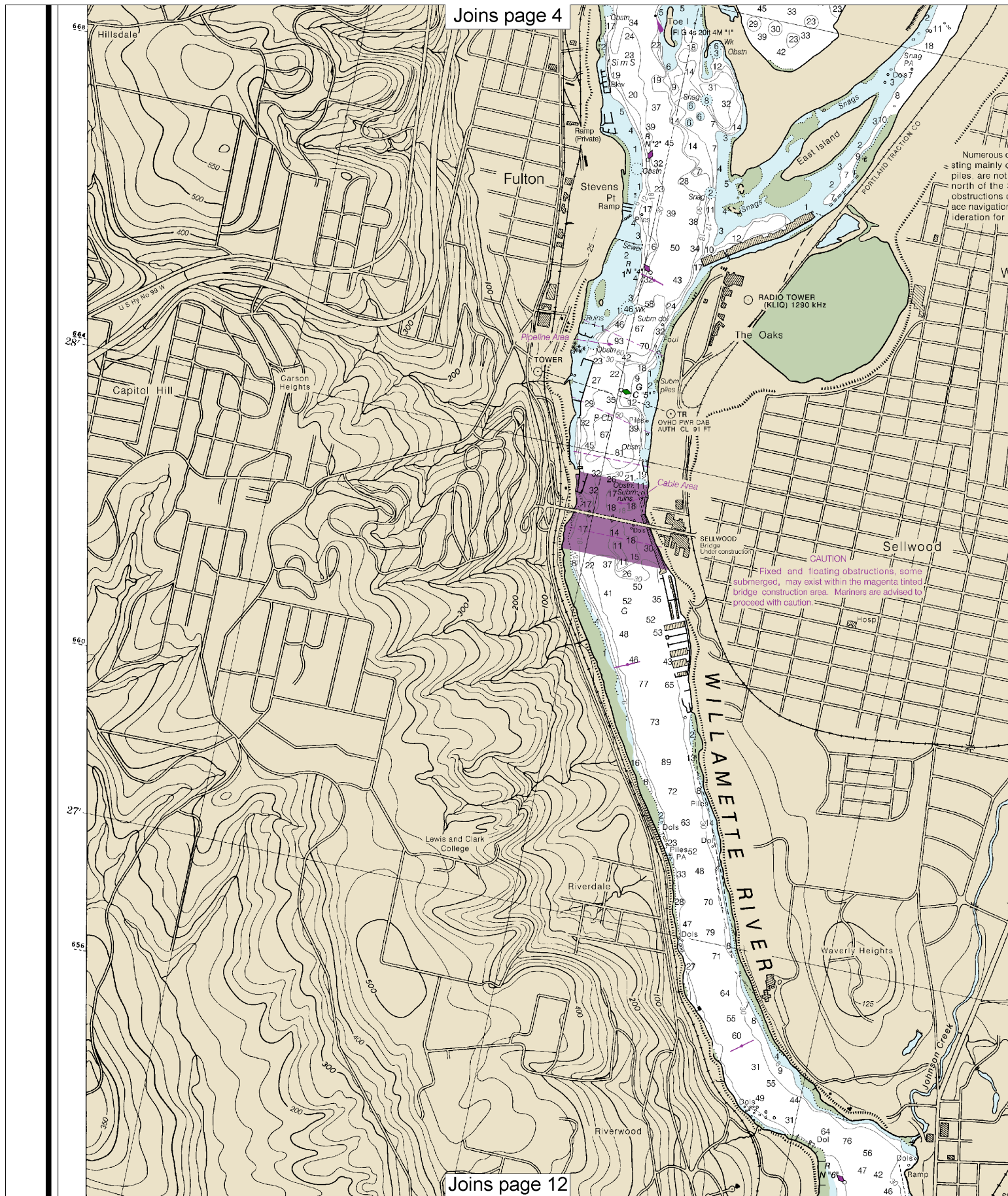
in Chapter 2, U.S.  
Chapter 2 are pub-  
lication concerning  
Office of the Com-  
atlie, Washington, or  
rps of Engineers in



18528

11th Ed., Jul. 2008. Last Correction: 10/1/2015. Cleared through:  
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

7



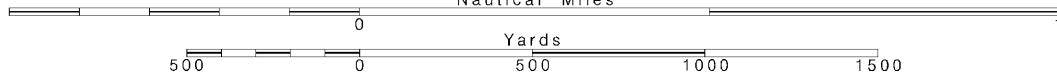
8

Note: Chart grid lines are aligned with true north.

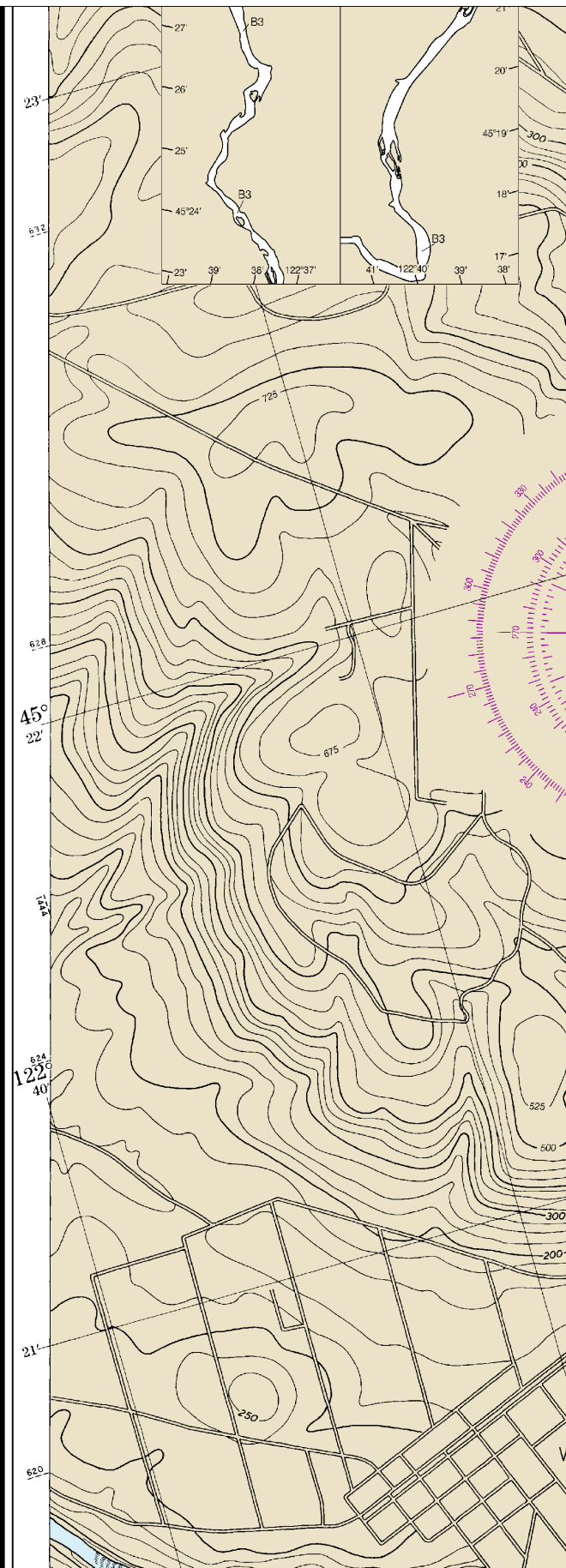
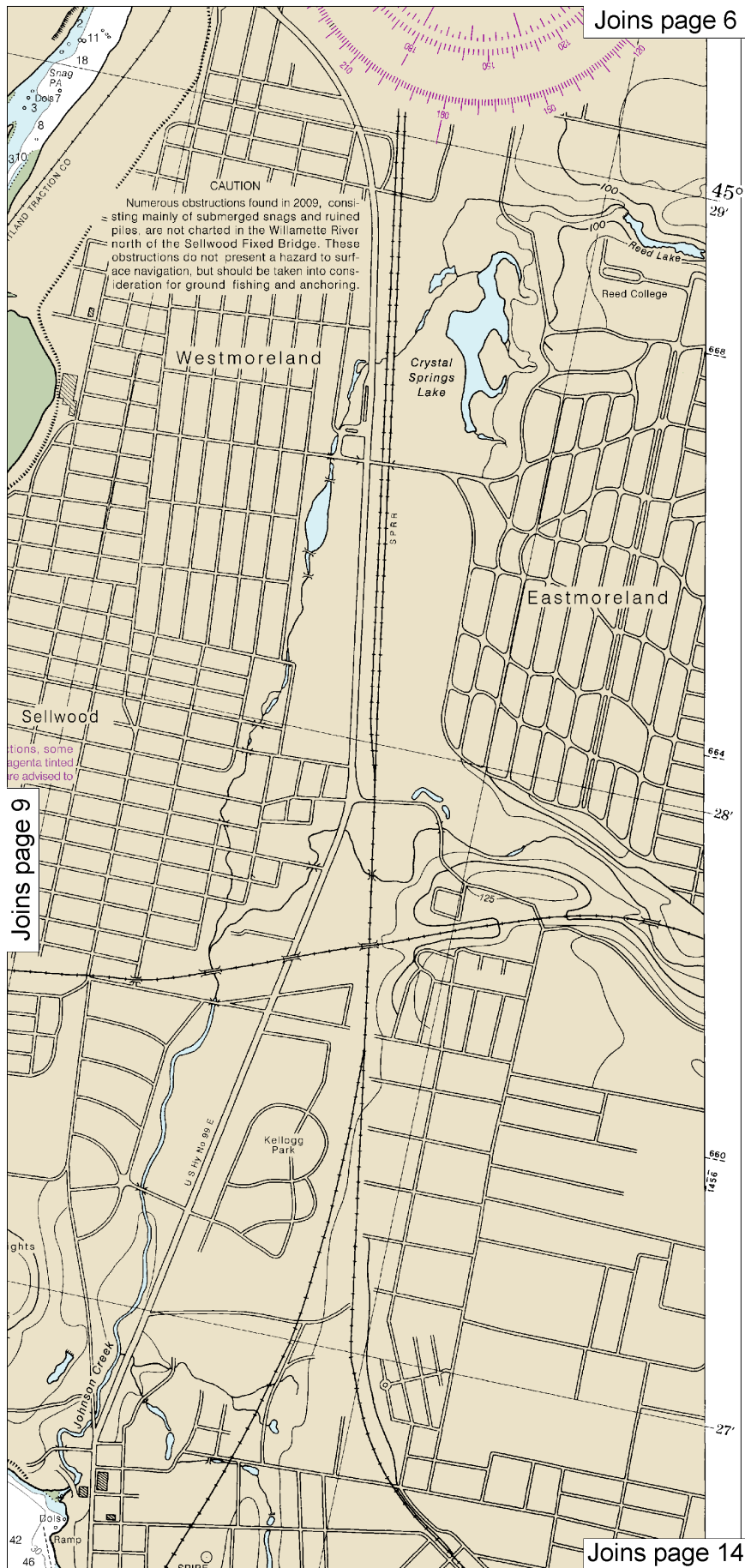
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.







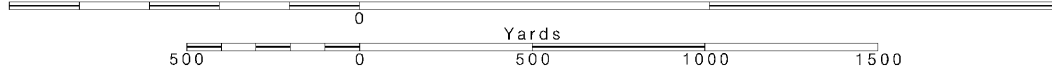
10

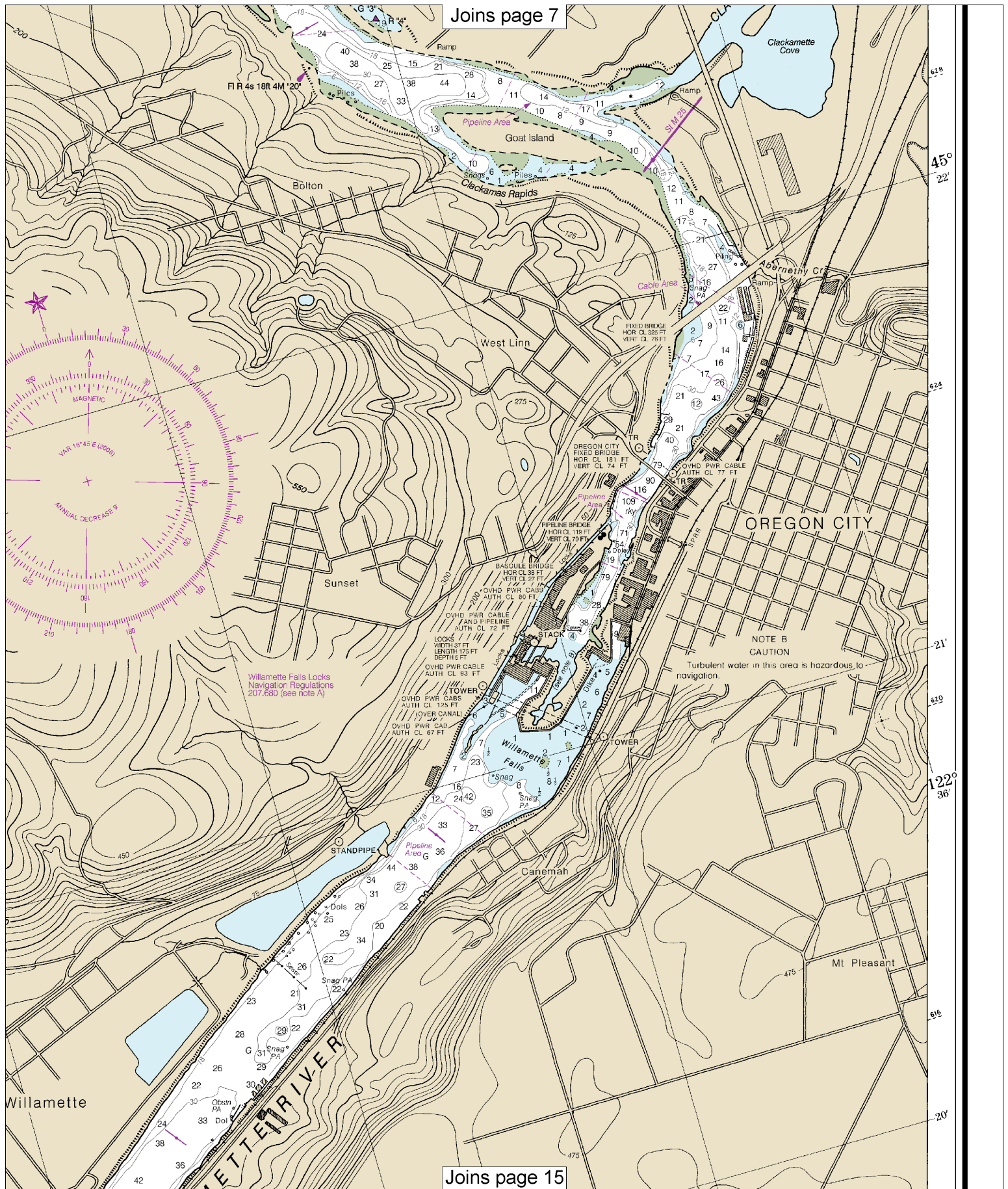
Note: Chart grid lines are aligned with true north.

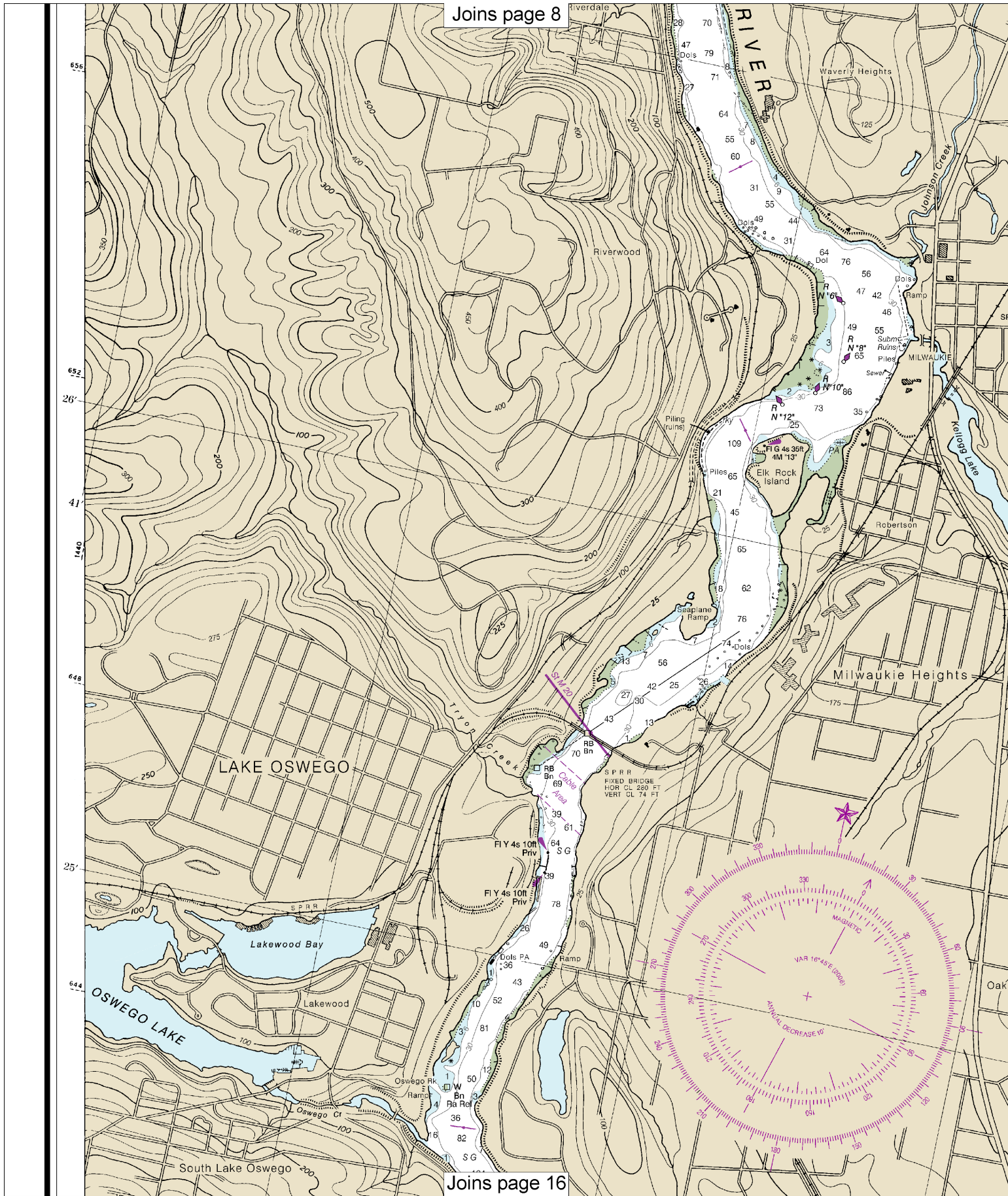
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.





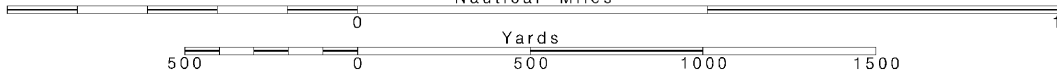


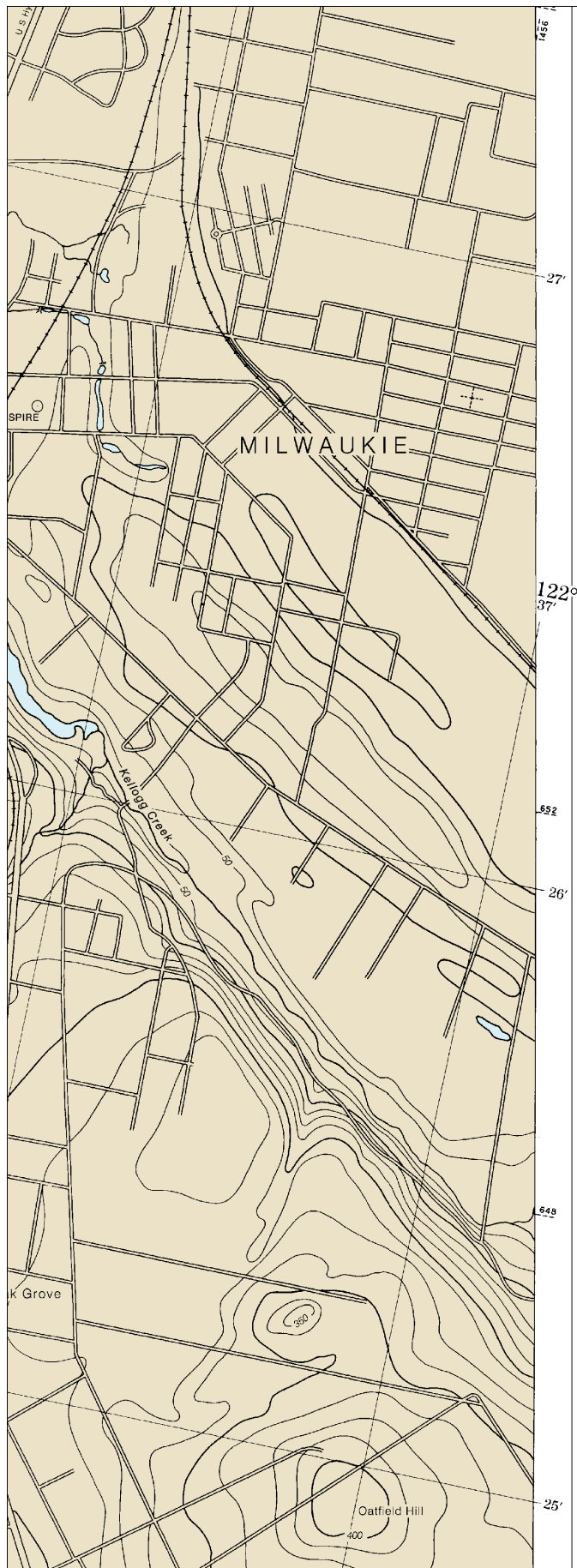
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

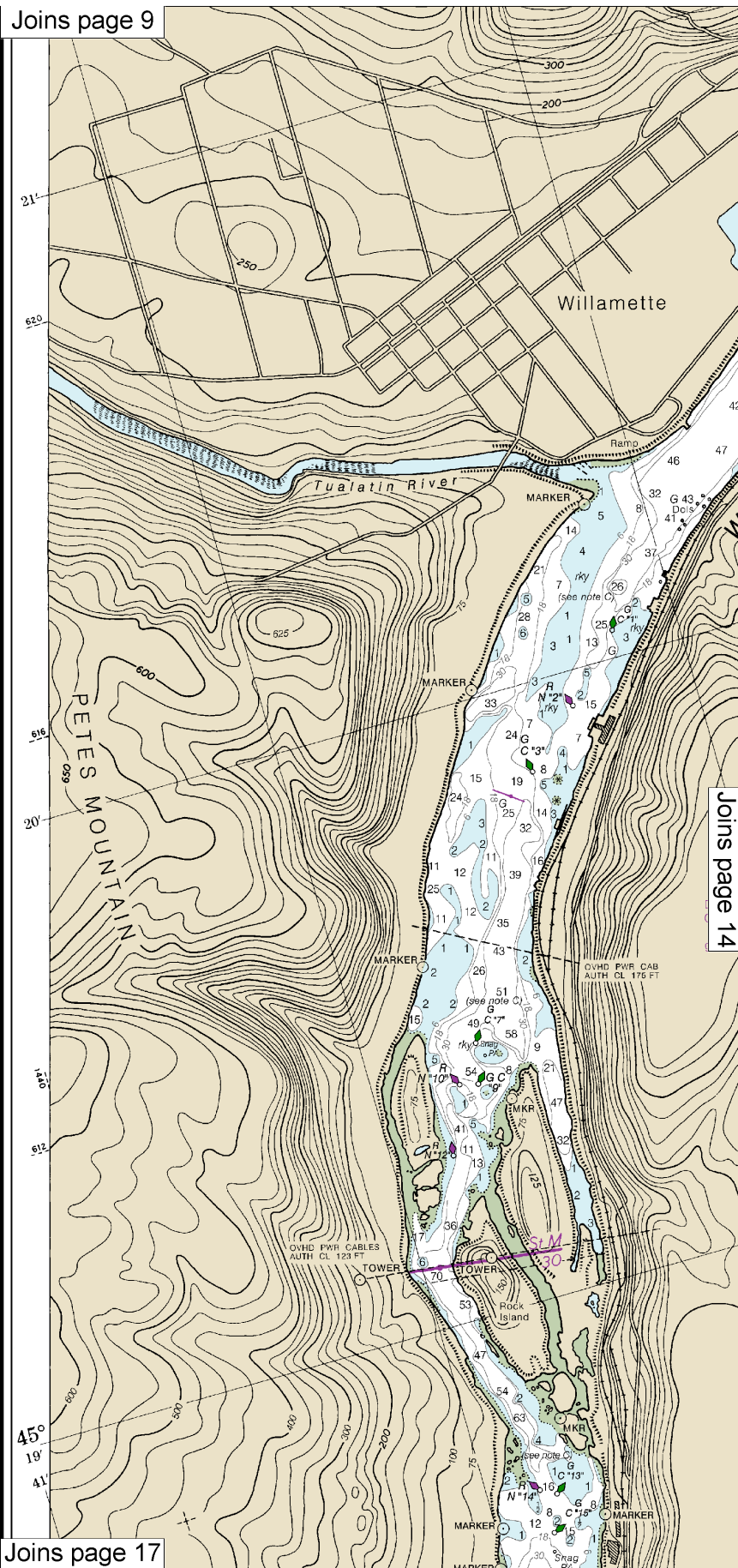
~~SCALE 1:15,000~~  
Nautical Miles

See Note on page 5.



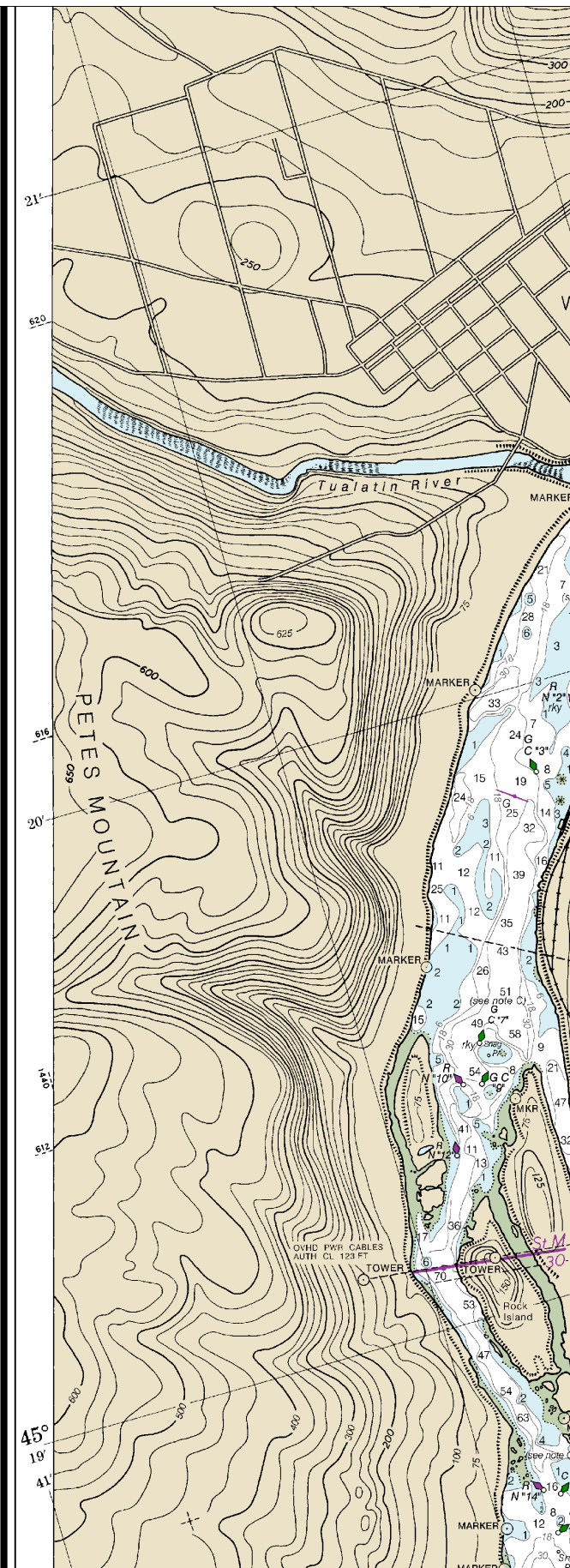
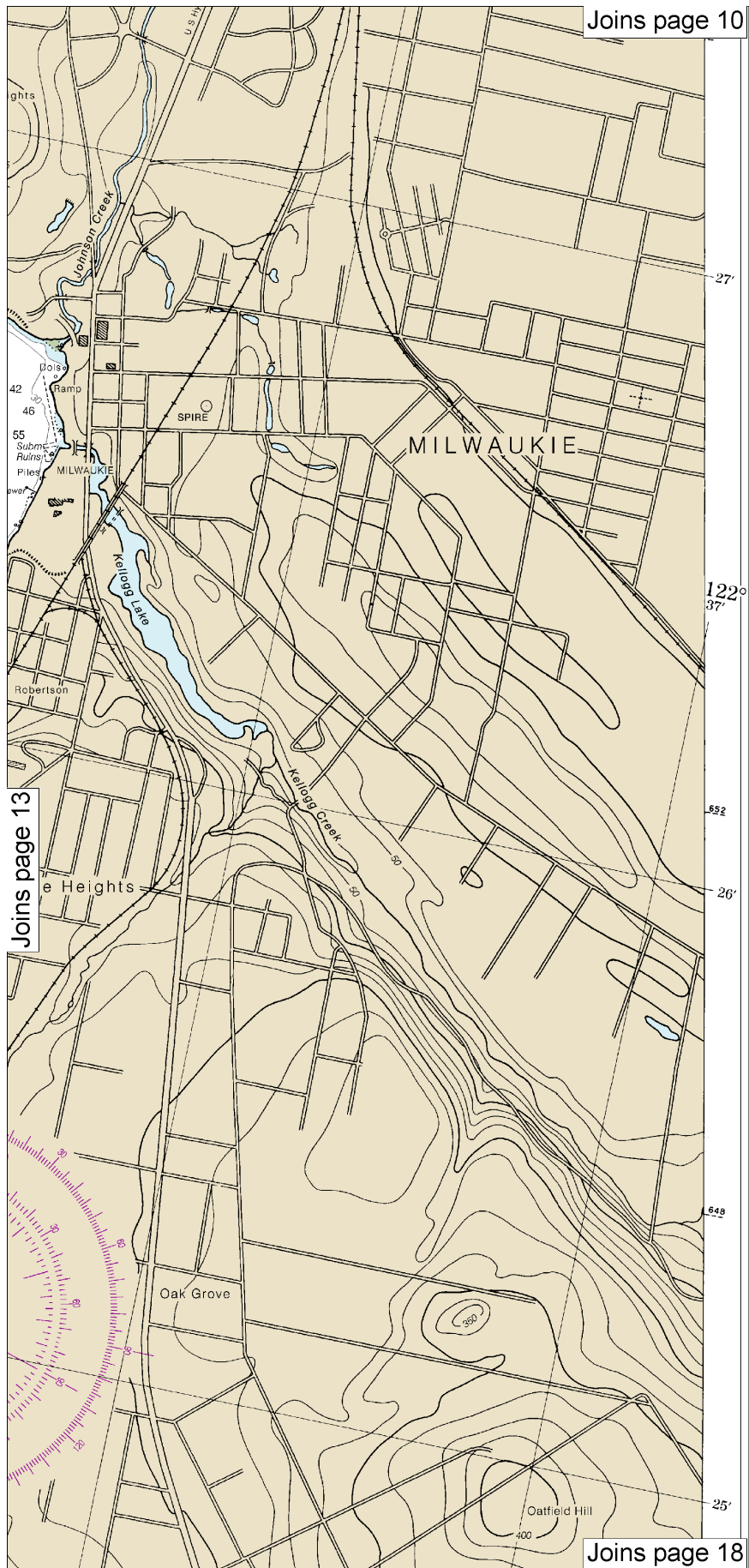


Joins page 9



Joins page 14

Joins page 17



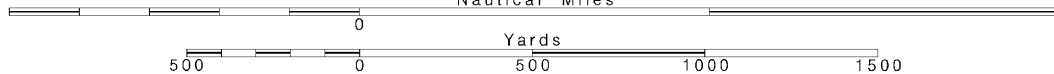
14

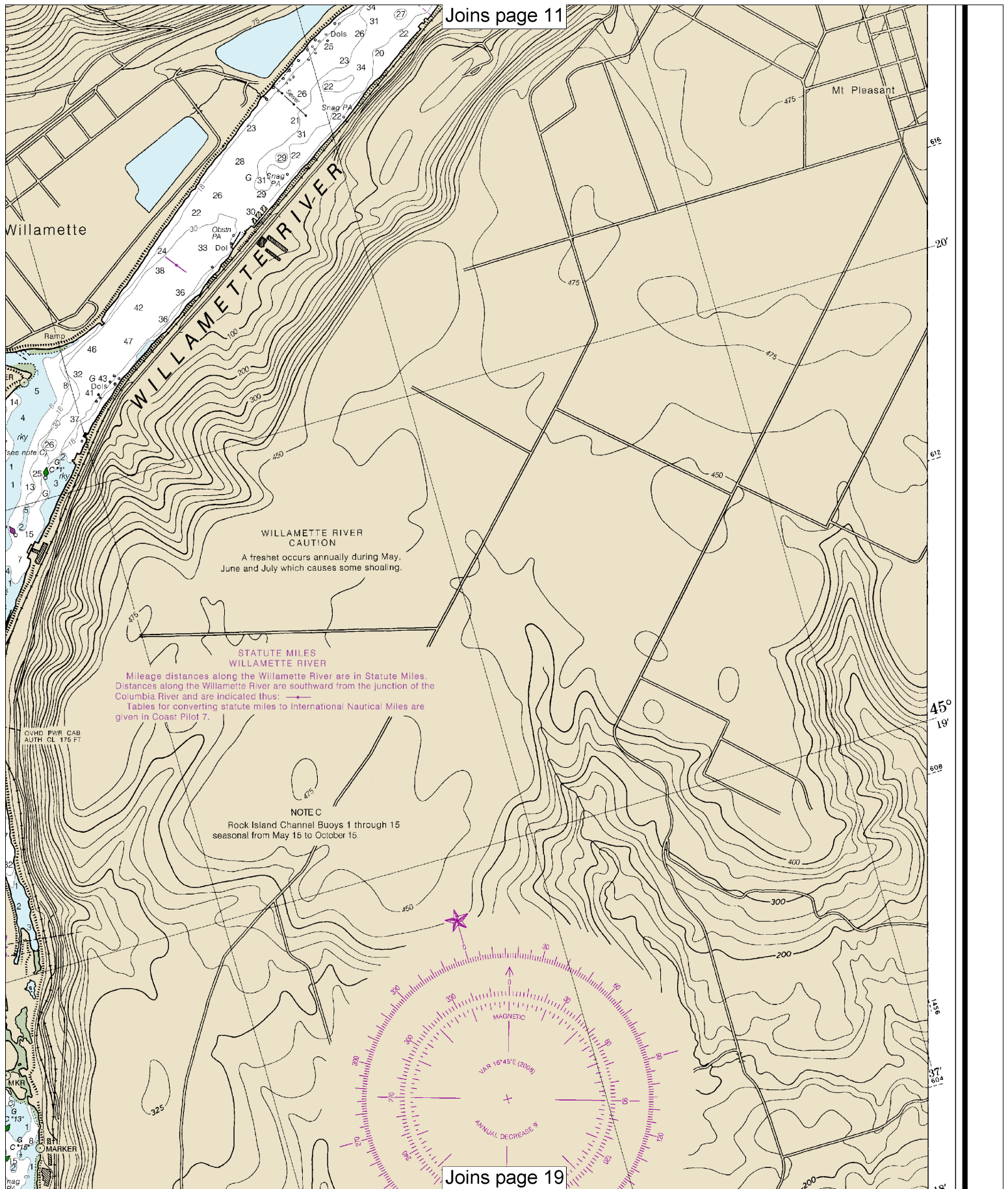
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

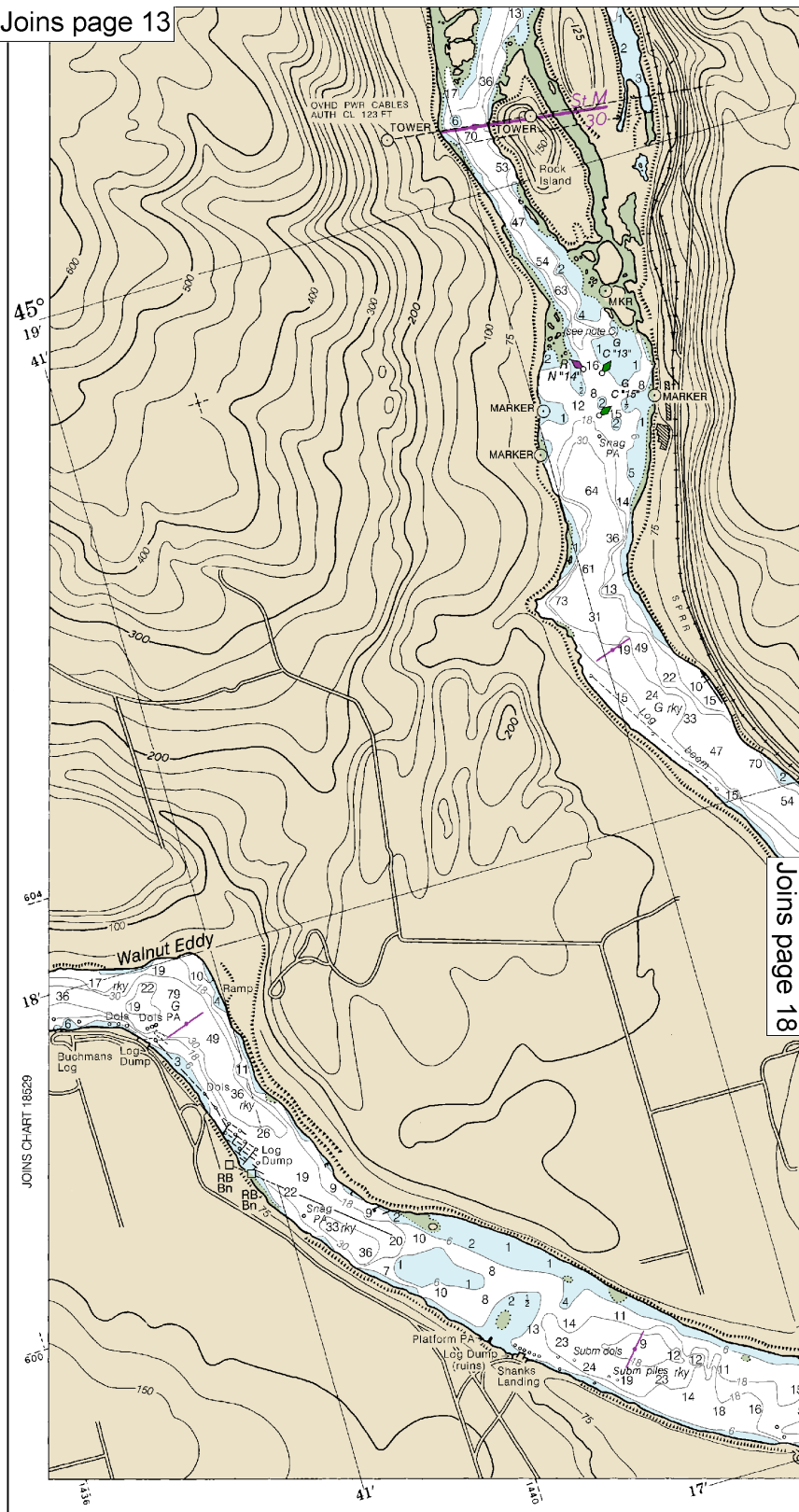
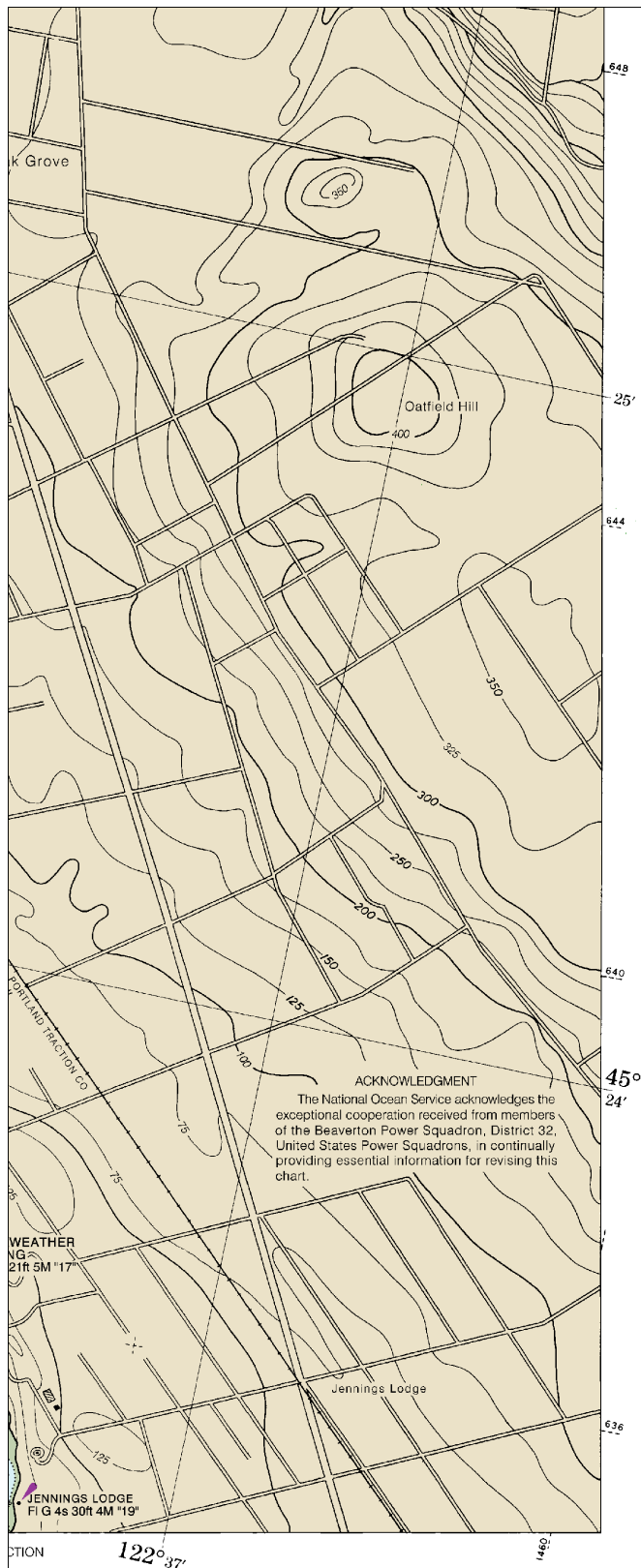
SCALE 1:15,000  
Nautical Miles

See Note on page 5.



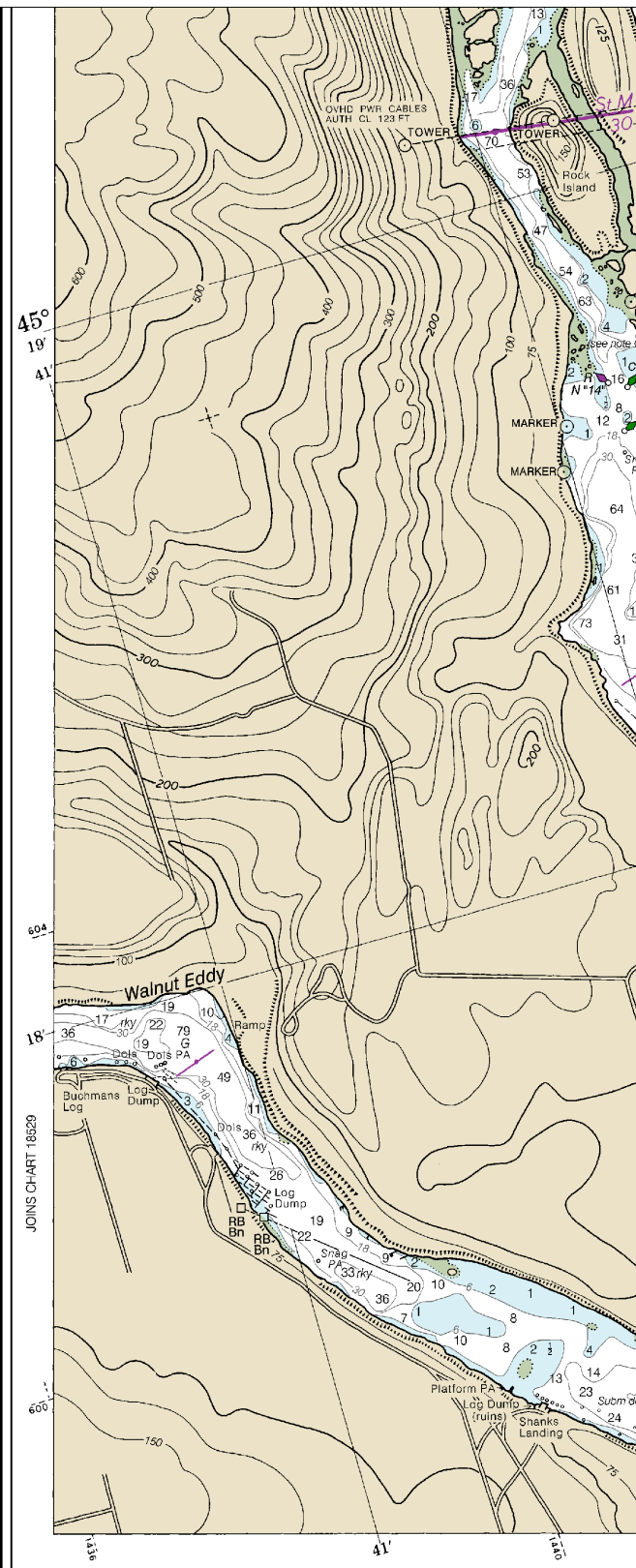
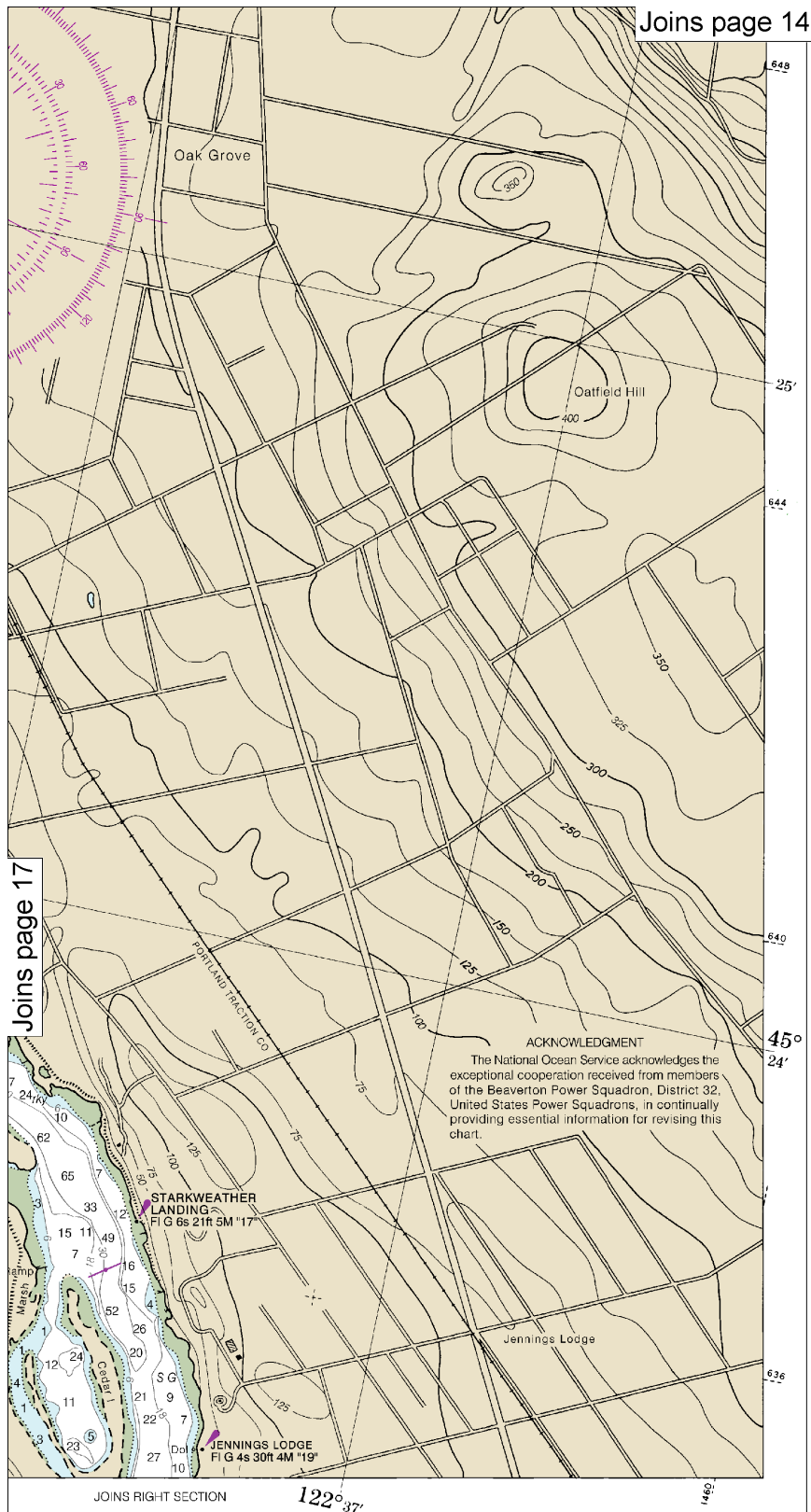






Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10



Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

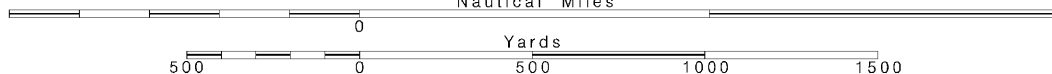
18

Note: Chart grid lines are aligned with true north.

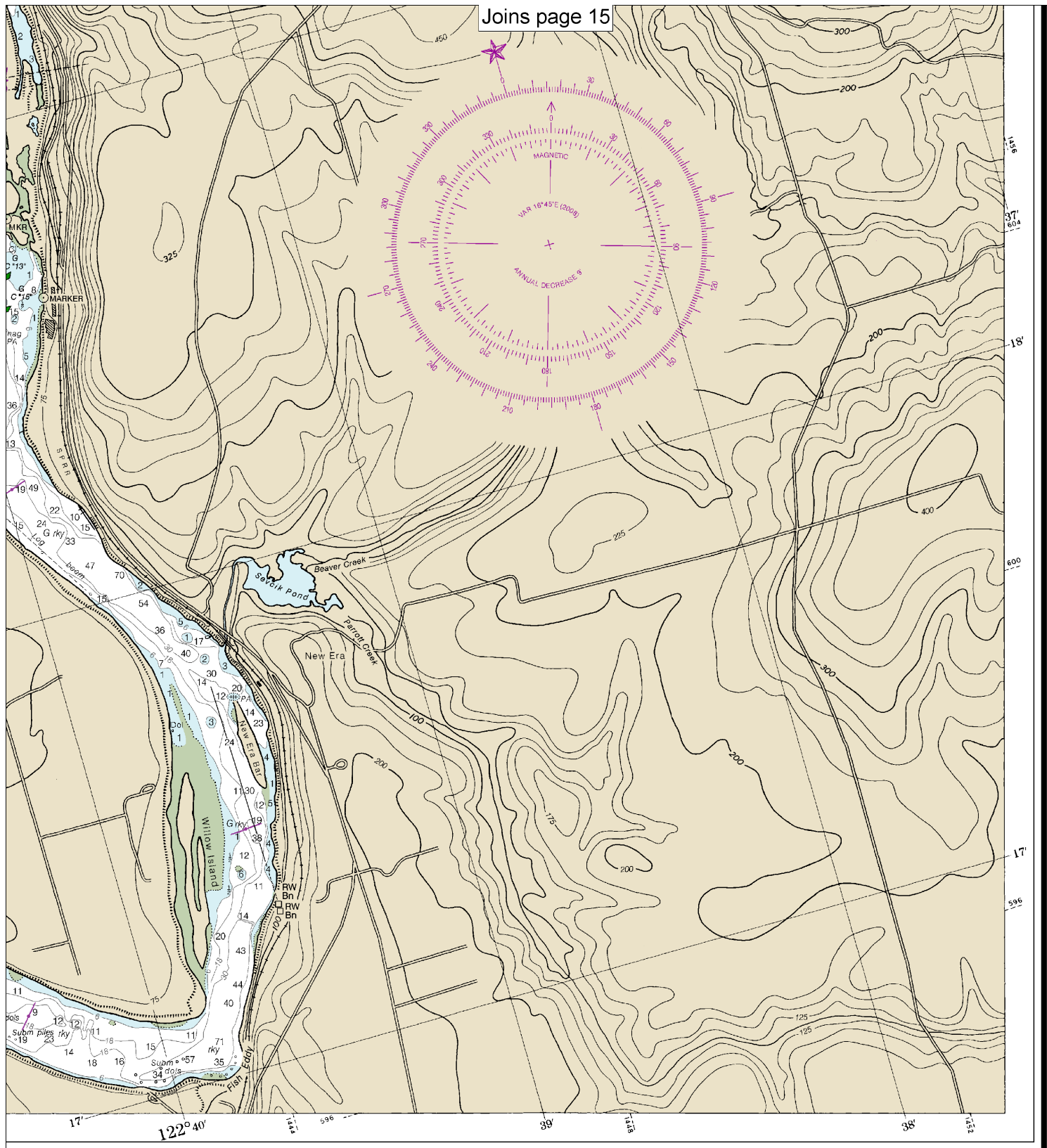
Printed at reduced scale.

SCALE 1:15,000  
Nautical Miles

See Note on page 5.



Joins page 15



Willamette River, Portland to Walnut Eddy

SOUNDINGS IN FEET - SCALE 1:15,000

18528



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.